

Established February, 1848.


PRICE, \$2 PER MONTH

Shipping

Steamers.
NAVIGAZIONE GENERALE
ITALIANA
FLORIO & RUBATTONI UNITED COMPANIES,
STEAM FOR
SINGAPORE, PENANG & BOMBAY


Having connection with Company's
Mail Steamers to
ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, (LEGHORN),
AND GENOA

Also to MARSEILLES, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BACDAD.


 The Co.'s Steamship
Stura,
Capt. DEMARCHI, will be
despatched as above on
THURSDAY, the 22nd Instant, at Noon.
At BOMBAY, the Steamers are discharging
in PRINCE'S DOCKS.
For further Particulars regarding Freight


and Passage, apply to
CARLOWITZ & Co.,
Agents.
 Hongkong, September 10, 1887. 175

ENDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR CHEFOO AND TIENTSIN.
The Co.'s Steamship

 Captain SAWER, will be despatched as above on or about the 23rd Instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,

General Managers.
Hongkong, September 13, 1887. ... 177.

STEAM TO SHANGHAI.
The P. & O. S. N. Co.


 Steamship
Hydaspes—
will leave for the above
place about 24 hours after her arrival with
the next English Mail.
E. L. WOODIN.

Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, September 12, 1887. 179

STEAM TO YOKOHAMA, VIA NAGA
SAKI AND KOB

SARKI AND ROBE.
(Passing through the INLAND SEA.)
The P. & O. S. N. Co.
Steamship
Thibet
will leave for the above

places on SATURDAY, 24th September
at Daylight.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 12, 1887. 176


FOR KOBE AND YOKOHAMA.
The Steamship
Grelong
will be despatched forth
above Ports on SATUR

DAY, the 24th-Instant, at Noon.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, September 15, 1887. 179

THE GIBB LINE OF STEAMERS.
FOR SYDNEY MELBOURNE AND
ADELAIDE.

(Calling at PORT DARWIN AND
QUEENSLAND PORTS, and taking
through Cargo for TASMANIA,
NEW ZEALAND, &c.)

The British Steamer
New Guinea.

 Captain WALE, shortly
due with part cargo from
Japan and Foochow, will be despatched
above on or about the 25th inst.

For Freight or Passage, apply to
CARR, LEBRONSON & CO.

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship
Breconshire,
W. WARE, Commander
will be despatched for




the above Ports on MONDAY, the 26th
Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, September 15, 1887. 1790

Sailing Vessels.

NORTHERN PACIFIC RAILROAD.
FOR UNITED STATES AND CANADA,
(VIA YOKOHAMA & TACOMA.)
The American Ship.

 will be despatched from YOKOHAMA about 4th Proximo for TACUMA, in connection with the above Railroad, and the Undersigned are prepared to grant through Bills of Lading by her.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, September 15, 1887. 1791

FOR NEW YORK
The 3/3 L.I.L. American Ship
Governor Robie,
BLANCHARD, Master, will load
here for the above Port, and
will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, August 22, 1887. 1590

Entertainment.

PIANOFORTE RECITAL.
HERE HENRICH KÖHLER
begs to announce that he will give a
PIANOFORTE RECITAL,
THIS EVENING,
16th September, 1887.

at
St. Andrew's Hall,
CITY HALL.
PROGRAMME—

1. Prelude and Etude.....HOMER.
2. Minuet.....MOZART.
3. March and Finale from the Concerto.....WEBER.
1. Scherzo in B minor.....CHOPIN.
2. Introduction & Rondo from the "Waldstein".....BETHOVEN.
3. Sonata (Op. 53).....CHOPIN.
1. Tarantella.....NICOLAI.
2. Nocturne.....CHOPIN.
3. Finale from the First.....MENDELSSOHN.
1. La Filleau.....J. RAFF.
2. Pilgrims' Chorus from Wagner-Liszt.
3. Hungarian Rhapsody.....Liszt.

Doors open at 8.30 to commence at 9.

ADMISSION—2 DOLLARS and 1 DOLLAR.

Tickets to be obtained at Messrs. KELLY & WATTS, Ltd., Messrs. LANE, CRAVDFORD & Co., and Messrs. KNEE & Co.

Hongkong, September 16, 1887. 1786

For Sale.

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE.

Quarts.....\$20 per Case of 1 doz.

Pints.....\$21 " " 2 " "

Dubos Frères & de Gernon & Co.'s

BORDEAUX, CHARENTAIS AND

WHITE WINES.

Baxter's Coloured "Barley Brew"

WHISKY—\$74 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

For Sale.

FOR SALE.

TWO BEAUTIFUL PONIES. One Bay Shet-land Pony, One Black High Stepper

Manila Pony, perfectly broke and well broke for harness or saddle.

They can be seen at CHARIER'S CIRCUS every day from 9 to 12 a.m. where more information can be given.

Hongkong, September 14, 1887. 1788

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Indra* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 15th instant will be sent in on or before the 17th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, September 12, 1887. 1756

Netherlands India Steam Navigation Company, Limited.

FROM SOERABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Borac*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 20th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, September 13, 1887. 1779

Union Line.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND PENANG.

THE Steamship *Hare*, Captain La Porte, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.

RUSSELL & Co.,

Agents.

Hongkong, September 13, 1887. 1765

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEW CHANG, HANKOW and Ports on the YANGTZE.)

The Co's Steamship

Captain Hoag, will be despatched as above TO-MORROW, the 17th instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, September 16, 1887. 1776

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Co's Steamship

Commandant D. LA CROIX, will be despatched to SHANGHAI, KOBÉ and YOKOHAMA TO-DAY (Friday), the 16th inst., at 8 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, September 16, 1887. 1801

FOR SWATOW.

The Steamship

Captain J. BLACKBURN, will be despatched as above on SUNDAY MORNING, the 18th inst., at 7 a.m.

For Freight or Passage, apply to

HOP HING HONG.

Hongkong, September 16, 1887. 1893

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co's Steamship

Captain T. BELL, will be despatched for the above Ports on SUNDAY, the 18th inst., at 9 o'clock a.m.

For Freight or Passage, apply to

DOUGLAS, LARRAIK & Co.,

General Managers.

Hongkong, September 16, 1887. 1802

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

Captain LOGAN, will be despatched for the above Port on or about the 23rd inst.

For Freight or Passage, apply to

RUSSELL & Co.,

Agents.

Hongkong, September 16, 1887. 1834

COSAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEW CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co's Steamship

Capt. HICKMAN, will be despatched as above on SATURDAY, the 24th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, September 16, 1887. 1809

Netherlands India Steam Navigation Company, Limited.

FOR BATAVIA, SAMARANG AND SOERABAYA VIA SAIGON AND SINGAPORE.

The Co's Steamship

Capt. WILKINS, will be despatched as above on or about the 24th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, September 16, 1887. 1805

STEAMSHIP ANADYR.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp and Havre, ex Steamships *Normandie* and *Mauchie*, in connection with the above Steamer, are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY (Friday), the 16th inst., requesting it to be landed here.

Bills of Lading will be counter-signed by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, September 16, 1887. 1779

Union Line.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND PENANG.

THE Steamship *Hare*, Captain La Porte, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.

RUSSELL & Co.,

Agents.

Hongkong, September 16, 1887. 1765

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEW CHANG, HANKOW and Ports on the YANGTZE.)

The Co's Steamship

Captain Hoag, will be despatched as above TO-MORROW, the 17th instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, September 16, 1887. 1776

To-day's Advertisements.

CHARIER'S GRAND

CIRCUS, MENAGERIE,

AND

CONGRESS OF WONDERS.

Per *Andrey*, for Hongkong: from "Marcelles, Messrs. Tanc-Kin Cho, Ignacio de Costa Deato, Koon Ko Ryan, Tseng Tsong Ying, Fong Afai, and Barbara Viana; from Singapore, 2 children and 2 adult, Mrs. Baudegas and daughter; from Saigon, Miss Soham, Messrs. Huynh-Frae, Hung Duong, and 100 Chinese. For Shanghai: from Marcelles, Messrs. H. Holphen, Schlegelberger, Schu Schou, Leon Wieg, G. A. Holand Gaire. For Yokohama: from Marcelles, Messrs. Paul Yaluzot, Yamamoto, Capt. Lefebvre, and Mr. Makoto Aze; from Saigon, Mr. Henry.

Per *Mongkut*, from Bangkok, 115 Chinese.

Per *Perjuna*, from Coast Ports, General Tong and family, and 190 Chinese.

Per *Chelidra*, from Saigon, 34 Chinese.

Per *Cheung Hock Kian*, from Penang, 560 Chinese.

DEPARTURE.

Per *Independence*, for Tonkin, 50 Chinese.

Per *Killarney*, for Bangkok, 10 Chinese.

Per *Olympia*, for Hamburg, Mr. Valom Havers.

TO DEPART.

Per *Andrey*, for Shanghai: from Hongkong, Messrs. Blum and Grun, 100 Chinese.

Per *Chelidra*, for Shanghai, 34 Chinese.

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Per *Chelidra*, for Shanghai, 34 Chinese.

spirit which now possesses him. Such a spirit will pervade him that what is a sad and melancholy in London must perform a thing of beauty and a joy for ever in Hongkong.

Here is Dickens's description of a London back-yard—

Some London houses have a melancholy little plot of ground behind them, usually fenced by four high whitewashed walls, and frowned upon by stacks of chimneys, in which there withers on, from year to year, a crippl'd tree, that makes a show of putting forth a few leaves late in autumn when other trees are all bare, and drooping in the effort, leaves on all cracked and smoky-dried till the following season, when it reports the same process, and perhaps if the weather be particularly genial, even attempts some rheumatic sparrow-chirp in its branches. People sometimes call the dark yards "gardens," but it is not so; that they were "gardens" at all, but rather that they are pieces of unfertilized land, with the withered vegetation of the original brick-field. No man thinks of walking in this desolate place, or of turning it to any account. A few hampers, half a dozen broken chairs, and such like rubbish, may be thrown there, when the tenant first moves in, but nothing more; and there they remain until he goes away again; the damp straw taking just as long to moulder as it thinks proper; and mingling with the decay of the furniture, and the broken-down broken flower-pots, that are scattered unobtrusively about a prey to "blacks" and dirt.

Dickens is only too truthful in this description, and when it is considered that the inhabitants of a London house attached to a back-yard are able to put on at least one or two clean shirts a month, in token of cleanliness, and that the bulk of the inhabitants of a Hongkong house attached to a back-yard are "placed on such a short allowance of buttons" that the wonder is how their scanty clothes are kept up at all, and that they are able to show little or no token of cleanliness, how can it seriously be supposed that a Hongkong back-yard will be any better than a London back-yard? Will these back-yards not be even more desolate and melancholy? And what will become of the "blacks" and dirt and filth which they will inevitably become mouldering sepulchres?

THE CHINESE REDEMPTION CASE.

This case was heard by Mr. Mitchell-Jones at the Admiralty to-day. Mr. Caldwell appeared for the prosecution and Mr. Dunns for the prisoner.

Mr. Dunns said with reference to the point which he raised yesterday, afternoon he understood that his Worship was to give a decision as to whether he held the present warrant to be valid before the case was proceeded with.

Mr. Caldwell said he should like to be informed as to what this question referred to.

Mr. Mitchell-Jones said that some time ago when the case was before him, he told Mr. Dunns that he had received a minute from the Governor which contained an opinion from the Acting Attorney General which his Worship understood to refer to the warrant. Mr. Dunns had told his Worship now that the Acting Attorney General did not intend to decide the validity of the warrant. His Worship, however, now decided that the warrant was valid at the present moment.

Mr. Caldwell said in that case he would ask for a further warrant for a week, as the witnesses had not yet arrived. In order to expedite matters Mr. Li Loi had gone to Canton with the view of getting evidence against the prisoner; but as this offence took place three years ago it was not an easy matter to hunt up the people who were concerned. The consequence was that to-day Mr. Li Loi had not returned with the witnesses, but he (Mr. Caldwell) had received a communication from him to the effect that he had gone to this place where the offence was committed to make inquiries, and had been told that the witnesses would be traced out people who knew about this matter, with a view to bringing them to the Colony to give evidence.

Mr. Mitchell-Jones—You have no witnesses at all just now?

Mr. Caldwell said he had none, as Mr. Li Loi had not returned. This warrant was granted on a communication to the Government; what was that communication?

Mr. Caldwell said the communication upon which the Governor was moved to grant the warrant was from the Li Loi.

Mr. Mitchell-Jones said this charge was mentioned first in August.

Mr. Caldwell said that was so, but the prosecution did not expect at that time and could not anticipate that when a *prima facie* case had been made out on the former charge the prisoner would not be brought.

Mr. Mitchell-Jones—You could not have told then that a *prima facie* case would be made out.

Mr. Caldwell said they could see that the case was entirely satisfactory.

Mr. Mitchell-Jones—Is this communication from Li Loi applying for a warrant in the ordinary form?

Mr. Caldwell—No, your Worship, it is a special form.

His Worship—it was not accompanied by dispatches?

Mr. Caldwell—No.

Mr. Mitchell-Jones—Of course the Governor is satisfied with the communication. I merely wanted to know what it was and to have it before me. I shall therefore send for it.

Mr. Dunns opposed the application for a remand. He had opposed many other applications in which his client had been concerned. The man had now been kept in jail by the Chinese Government since the 19th of February this year. He had to pay what was to him and his friends a large sum of money in order to have the power given him to have the defendant himself from the various charges brought against him by the Chinese Government.

He had not only been kept in jail and deprived of his liberty, but he had been arrested and detained on an absolutely false charge for the prisoner who tried the first case—whether might be the opinion as to the second charge—expressed the opinion in the very strongest terms that the charge was absolutely false. He (Mr. Dunns) submitted that his Worship had no right to detain the prisoner longer without "sufficient evidence before him to justify such a course." He was aware that he could not expect to be very much more successful in this application than he had been in others, but it was his duty to his client to put it before his Worship in the very strongest way he could. If the Chinese Government knew that this was the case, they ought to have been prepared with their witnesses long before this, even supposing they had only found out the prisoner's complicity in this crime on the 9th of August.

Mr. Mitchell-Jones said, the Governor had power given him to have the defendant himself from the various charges brought against him by the Chinese Government.

and it was impossible for him (Mr. Mitchell-Jones) to let the man go now, however great the hardship might be.

Mr. Dunns said in that case the prisoner might be kept in jail for the next ten years.

Mr. Mitchell-Jones said that was a question for the Government. It was not a question for the Government. It was for his Worship to say what was to be done with the man. When the case came before his Worship the Government had nothing whatever to do with it. His Worship had no business to take any notice whatever of the Government. The Police having once acted on it the warrant was at an end. A week was a reasonable time to be allowed to the prosecution to produce evidence after the prisoner had been brought before the Court, and as no evidence had been produced it was his Worship's duty to discharge the man. He would ask his Worship to note his objection to a further remand, if that was to be made, and also to note his reasons for objecting to it—viz., that this charge was made as long ago as the 9th of August, and that the Court had no power to remand any prisoner for more than eight days without sworn testimony being produced. He would also call the attention of the Court to the fact that the officer named in the charge was the same person as last the charge upon which the prisoner was arrested on the 19th of February, and that the Magistrate who investigated that charge stated that there was every evidence of collusion throughout, and that if he were in the position of a jury he would unhesitatingly discharge the prisoner.

His Worship said he would remand the case for a week, but if Mr. Caldwell was ready to go on before the end of the week his Worship would be prepared to hear the case on any day that was convenient.

CORRESPONDENCE.

THE PRATA RECLAMATION SCHEME.

To the Editor of the "China Mail."

Hongkong, 16th September, 1887.

Sir—In your last night's issue of the "China Mail" you publish the result of a meeting of Chinese Marine Lot Owners with reference to the reclamation scheme.

It is very desirable that the opinions of the persons interested should be known both to the Government and to each other, and in that view, I send you a series of questions which I have submitted to the meeting on the 15th August last, but to which answers have not yet been received.

Yours very truly,

THOS. HOWARD.

Hongkong, 15th Aug. 1887.

The Honorable Mr. Stewart, LL.D., Acting Colonial Secretary.

Sir—With reference to your letter No. 1221 under date the 11th instant, addressed to the Honorable C. F. Chater, in reply to his letter of the 13th ultimo submitting a proposal for the reclamation of the land between West Point and the Government wharf, I find it necessary to obtain certain further information in order that I may be able to communicate with clearness and certainty to my co-owner of Marine Lot No. 161, who is also owner of Marine Lot No. 162, and who now occupies the land between the Government wharf and the Government wharf, and who is also owner of Marine Lot No. 163, and who is also owner of Marine Lot No. 164, and who is also owner of Marine Lot No. 165, and who is also owner of Marine Lot No. 166, and who is also owner of Marine Lot No. 167, and who is also owner of Marine Lot No. 168, and who is also owner of Marine Lot No. 169, and who is also owner of Marine Lot No. 170, and who is also owner of Marine Lot No. 171, and who is also owner of Marine Lot No. 172, and who is also owner of Marine Lot No. 173, and who is also owner of Marine Lot No. 174, and who is also 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